

SAFETY FIRST

# CANADIAN NATIONAL RAILWAYS

WESTERN REGION—BRITISH COLUMBIA DISTRICT

## TIME **4** TABLE

**TAKING EFFECT AT 24.01 O'CLOCK, SUNDAY, SEPTEMBER 28th, 1930**

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY


GOVERNED BY PACIFIC STANDARD TIME

THE SUPERIOR DIRECTION IS EAST OR SOUTH, AND EASTWARD OR SOUTHWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS  
IN THE OPPOSITE (INFERIOR) DIRECTION

DESTROY ALL FORMER TIME TABLES

THE COMPANY'S RULES ARE PRINTED SEPARATELY IN BOOK FORM. EVERY EMPLOYEE WHOSE DUTIES ARE CONNECTED WITH THE MOVEMENT OF TRAINS  
MUST HAVE A COPY OF THE RULES AND OF THE CURRENT TIME TABLE ACCESSIBLE WHEN ON DUTY

READ SPECIAL RULES AND INSTRUCTIONS CAREFULLY: IMPORTANT CHANGES HAVE BEEN MADE

 CHECK DAYS OF WEEK WITH CARE

A. A. TISDALE,  
GENERAL MANAGER  
WINNIPEG

N. B. WALTON,  
GENERAL SUPT. OF TRANSPORTATION  
WINNIPEG

B. T. CHAPPELL,  
GENERAL SUPERINTENDENT  
VANCOUVER

L. F. MUNCEY  
SUPT. OF TRANSPORTATION  
VANCOUVER

TIME TABLE No. 4, EFFECTIVE SEPTEMBER 28th, 1930

KAMLOOPS DIVISION

Page	Subdivision	From	To	Miles
3	Albreda	Jasper	Blue River (not including Jasper)	132.4
4	Clearwater	Blue River	Kamloops Jct.	139.4
4	Kamloops Terminal	Kamloops	Kamloops Jct.	2.8
5	Okanagan	Kamloops	Can. Pac. Jct.	0.7
5	Okanagan	Campbell Ck. Jct.	Armstrong Jct.	56.1
5	Okanagan	Vernon Jct.	Kelowna	33.3
5	Lumby	Lumby Jct.	Lumby	14.5
6	Ashcroft	Kamloops Junction	Boston Bar	125.6
6	Yale	Boston Bar	Fraser River Jct.	118.2
6	Yale	Vancouver Terminals		
Total				623.0

J. H. McKINNON, Superintendent,  
Kamloops, B. C.  
S. McELROY, Asst. Superintendent,  
Kamloops, B. C.

Despatching Office at Kamloops  
Telegraphic Call "K"

F. E. CAREY, Chief Despatcher

W. J. ROBINSON }  
G. W. JOLLYMOUR }  
R. MATTHEWS } Despatchers  
F. T. WITHLER }  
J. S. DOBIE }

A. E. TISDALE }  
A. W. IRVINE } Relief Despatchers

SMITHERS DIVISION

Page	Subdivision	From	To	Miles
8	Tete Jaune	Redpass Junction	McBride (not including Red Pass Jct.)	63.6
8	Fraser	McBride	Prince George	146.0
9	Nechako	Prince George	Endako	115.4
9	Telkwa	Endako	Smithers	125.2
10	Bulkley	Smithers	Pacific	107.1
10	Skeena	Pacific	Prince Rupert	119.3
Total				676.6

W. H. TOBEY, Superintendent,  
Prince Rupert, B. C.

G. A. GLAY, Asst. Superintendent,  
Smithers, B. C.

Despatching Office at Smithers  
Telegraphic Call "SM"

J. H. GROAT, Chief Despatcher

A. J. McINTYRE }  
H. J. KELLY }  
A. O'DONNELL } Despatchers  
B. M. KIRWIN }  
J. E. PANTER }  
G. M. HAYDEN }

F. W. SOMERTON, Relief Despatcher

VANCOUVER ISLAND

Page	Subdivision	From	To	Miles
11	Patricia Bay	Junction	Patricia Bay	15.2
11	Cowichan	Victoria	Kissingar	95.0
11	Tidewater	Deerholme	Log Dump	7.3
Total				117.5
Total Mileage		-	-	1417.1

W. S. R. CAMERON,  
General Agent,  
Victoria, B. C.

Despatching Office at Victoria

G. A. PARLEE }  
G. A. ROBERTS } Despatchers

SURGEONS

Winnipeg, Man.	*DR. J. M. LENEY, Asst. Chief Medical Officer
Vernon, B.C.	DR. J. E. HARVEY
Vancouver, B. C.	*DR. STANLEY PAULIN, District Surgeon
McBride, B.C.	DR. M. F. LUCAS
Prince George, B.C.	DR. C. EWERT
Vanderhoof, B. C.	DR. W. R. STONE
Smithers, B. C.	*DR. H. V. AGNEW
Hazelton, B. C.	DR. H. C. WRINCH
Prince Rupert, B.C.	*DR. J. H. CARSON, DR. C. H. HANKINSON

\* Also Eye, Ear and Physical Examination.

CANADIAN NATIONAL RAILWAYS EMPLOYEES' MEDICAL ASSOCIATION OF B. C. SURGEONS

Jasper, Alta.	DR. THOS. O'HAGAN
Blue River	DR. J. ALLISON, SHOTTON
Albreda Subdivision	DR. THOS. O'HAGAN, Jasper, Alta.
Clearwater Subdivision	DRS. BURRIS, ARCHIBALD, BURRIS, WILLOUGHBY and TERRY, Kamloops, B. C.
Kamloops, B. C.	DRS. BURRIS, ARCHIBALD, BURRIS, WILLOUGHBY and TERRY.
Kelowna, B. C.	DRS. KNOX and CAMPBELL
Vernon, B. C.	DR. S. G. BALDWIN.
Ashcroft Subdivision	DRS. BURRIS, ARCHIBALD, BURRIS, WILLOUGHBY and TERRY, Kamloops B.C.
Yale Subdivision	DRS. McEWEN, WILSON, McEWEN, PURVIS and McEWEN, New Westminster, B. C.
New Westminster, B. C.	DRS. McEWEN, WILSON, McEWEN, PURVIS and McEWEN.
Vancouver, B. C.	DR. A. S. MONRO, Chief Medical Officer, DR. W. D. BRYDONE-JACK and DR. J. E. WALKER. DR. W. E. AINLEY, Eye, Ear, Nose and Throat Specialist.
Victoria, B. C.	DR. J. M. FOWLER, DR. J. H. MOORE, DR. M. J. KEYS, Eye, Ear, Nose and Throat Specialist.

EMERGENCY SURGEONS

(To be called when Regular Surgeons are not available)

Kelowna, B.C.	DRS. KNOX and CAMPBELL
Vernon, B.C.	DR. G. S. BALDWIN
Chilliwack, B. C.	DR. J. D. MOORE
Fort Langley, B.C.	DR. A. McBURNEY
Duncan, B.C.	DR. E. L. GARNER
Cowichan Lake, B. C.	DR. G. W. BISSETT
	DR. WALLACE COBURN

HOSPITALS

Jasper, Alta.	St. Martha's
Kelowna, B. C.	General
Vernon, B. C.	Jubilee
Kamloops, B. C.	Royal Inland
Ashcroft, B. C.	Lady Minto
Lytton B. C.	St. Bartholomew's
Chilliwack, B. C.	General
New Westminster, B. C.	Royal Columbian
	St. Mary's
Vancouver, B. C.	Vancouver General
Victoria, B. C.	Provincial Royal Jubilee, St. Joseph's

WATCH INSPECTORS

Winnipeg, Man.	SYDNEY Y. BALL, General Time Inspector
	R. COULSON, Asst. General Time Inspector
Jasper, Alta.	E. E. MCDOWELL
Kamloops, B. C.	W. J. KERR
Kelowna, B. C.	J. B. KNOWLES
Vernon, B. C.	C. J. WHITEN
New Westminster, B. C.	C. W. CHAMBERLIN
Vancouver, B. C.	H. W. GRASSIE, C. ROSS TATE, S. GOLDBLOOM *
Victoria, B.C.	MITCHELL & DUNCAN
Duncan, B.C.	A. B. WHITTAKER
Prince George, B. C.	G. McCULLAGH
Smithers, B. C.	J. S. GRAY
Prince Rupert, B. C.	J. BULGER

\*Also intermediate points on British Columbia district.

TIME TABLE No. 4, EFFECTIVE SEPTEMBER 28th, 1930

WESTWARD TRAINS Inferior Direction				Miles from Jasper	Bulleins, Coal Standard Cocks Train Registers, Water, Wyes	ALBRED A SUBDIVISION	STATIONS	Train Order or Phone Office	Telegraph Calls	Car Capacity 40-ft. Aver.		EASTWARD TRAINS Superior Direction			
SECOND CLASS	FIRST CLASS		Siding							Other Tracks	FIRST CLASS		SECOND CLASS		
403 Time Freight	1 Pgr.	5 Pgr.									6 Pgr.	2 Pgr.	404 Time Freight	406 Time Freight	
Daily	Daily	Mon. Wed. Sat.	Sun. Tues. Thurs.							Daily	Daily	Daily			
L 12.40	L 8.10	L 8.40	0.0	C K W Y	JASPER	T GH	59	746	A 20.00	A 21.00	A 10.15	A 2.00			
12.54	8.17	8.48	2.8		WYND			63	19.52	20.52	10.03	1.49			
13.15	8.28	f 9.00	8.3		GEIKIE	T GI		64	f 19.38	20.39	9.46	1.33			
13.28	8.41	f 9.12	12.9		DECOIGNE			64	f 19.28	20.31	9.34	1.20			
13.42	8.52	f 9.22	17.4	W	YELLOWHEAD			65	f 19.18	20.21	9.22	1.07			
13.53	9.01	f 9.33	21.8		LUCERNE	T CN		62	f 19.09	20.12	9.01	24.53			
14.05	9.12	f 9.48	27.9		FITZWILLIAM			62	f 18.56	20.00	8.38	24.33			
14.13	9.18	f 9.57	31.7		GRANT BROOK			62	f 18.44	19.51	8.22	24.18			
14.25	9.28	f 10.09	37.8		RAINBOW			64	f 18.30	19.40	8.04	24.00			
A 14.40 L 14.55	s 9.38	A 10.22	43.7	K W Y	REDPASS JCT. Jct. with Tete Jaune Sub.	T RD	89	110	L 18.15	s 19.26	L 7.45 A 7.30	L 23.40 A 23.28			
15.00	9.45		45.5		RESPLENDENT	P		58		19.22	7.22	23.20			
15.17	f 9.59		51.1		FOSTER	P		63		f 19.06	6.59	22.50			
	f 10.06		54.3		MT. ROBSON	T RO				f 18.52					
15.34	f 10.21		57.3		MOREY	P		63		f 18.43	6.29	22.20			
16.02	f 10.39		65.4	W	JACKMAN	T J		63		f 18.21	5.56	21.43			
16.19	10.54		72.6		SWIFT CREEK	P		63		18.05	5.31	21.10			
	f 10.57		74.4		VALEMOUNT	P		15		f 18.01					
16.31	f 11.05		78.2		CEDARSIDE			64		f 17.52	5.17	20.48			
16.44	f 11.17		83.3		CANOE RIVER	P		63		f 17.40	5.04	20.28			
A 17.15 L 17.20	f 11.40		91.6	C W Y	ALBRED A	T A	57	118		f 17.20	L 4.42 A 4.37	L 20.01 A 19.56			
17.36	f 11.55		97.0		CLEMINA	P		63		f 17.03	4.17	19.36			
17.53	12.10		102.9	W	GOSNELL			62		16.46	3.54	19.14			
18.03	f 12.19		106.4		LEMPRIERE	T MR	64	20		f 16.34	3.39	19.00			
18.30	f 12.40		114.3	W	PYRAMID	P		72		f 16.12	3.07	18.30			
18.50	f 12.59		122.5		THUNDER RIVER	P		58		f 15.53	2.43	17.58			
19.04	13.10		128.0		REDSAND			63		15.42	2.27	17.42			
A 19.15	A 13.22		132.4	C K W Y	BLUE RIVER	T BR	127	505		L 15.32	L 2.15	L 17.30			
Daily	Daily	Mon. Wed. Sat.			Pacific Time				Sun. Tues. Thurs.	Daily	Daily	Daily			
403	1	5							6	2	404	406			

SPECIAL INSTRUCTIONS—

No. 1 siding opposite the station and next to the main track at Jasper will be used for passenger trains to meet or pass.  
**TRAINS MUST OBTAIN TERMINAL CLEARANCE AT REDPASS JCT.**  
 Normal position of main track switch at Redpass Jct. is for Albreda Subdivision. All trains not to exceed eight (8) miles per hour over this switch.  
 Nos. 1 and 2 will stop on flag between Jasper and Redpass Jct. to entrain and detrain passengers on days Nos. 5 and 6 do not operate.  
 No. 2 will stop at points east of Redpass Jct. to detrain passengers from points west thereof.  
 Trains Nos. 1 and 2 will stop at Resplendent only to detrain passengers from points East and West thereof, but will not stop for the purpose of taking up mail or passengers travelling on pass.  
 Movement of cars on Albreda Wye detached from engines is strictly forbidden, and further, before using wye, even with engines attached, brakes on all equipment being handled must positively be known to be in proper working order.  
 Nos. 1 and 2 will stop on flag to entrain and detrain passengers and express at mileage 99.3, Lindsay Bros. and mile 102-9 Hanson's Camp.  
 The following stops will be made to exchange mails: No. 1 at Valemount and Blue River—Mondays, Wednesdays and Saturdays; No. 2 at Albreda and Valemount—Tuesdays, Wednesdays and Saturdays; and at Blue River—Sundays, Tuesdays, Wednesdays, Fridays and Saturdays.

SPEED RESTRICTIONS—

Trains must approach and pass through Jasper and Blue River Yards prepared to stop unless the main track is seen or known to be clear.  
 Trains must not exceed ten (10) miles per hour between East and West Switch on main track at Jasper.  
 Run carefully and keep sharp lookout for falling rocks between M.P. 4.8 and M.P. 7.8.  
 Freight trains must not exceed a speed of one (1) mile in two (2) minutes and twenty-four (24) seconds, at any point, unless authorized by timetable or train order.

SPURS

Spur	Mileage	Capacity	5 cars	Connected	East End
W. H. Hargrave	77.6	77.6	7	"	"
Sinclair Spruce Lbr. Co. Ltd.	78.4	"	7	"	"
J. Jos. Doyle Contracting Co.	81.5	"	2	"	"
Burnstead Bros.	84.4	"	2	"	"
Jas. Burgoyne	86.0	"	3	"	"
Lindsay	99.3	"	4	"	"
Storage Spur	102.9	"	18	"	"
Bert Hanson	105.1	"	5	"	"
Naugle Pole and Tie Co.	109.2	"	22	"	"
Hall Bros.	109.4	"	18	"	"
N. F. Nelson	128.8	"	9	"	East "

DERAILS

Foster	West End Siding
Albreda	East End Coal Dock Track
Spur	M. P. 118-6
Spur	M. P. 128-8

YARD LIMIT BOARDS

Jasper	3000 ft. West of West Yard Switch.
Redpass Jct.	3500 ft. West of Junction Switch and 3500 ft. East of East Switch.
Jackman	3000 ft. East and West of Siding Switches.
Albreda	2816 ft. East of East Switch and 2920 ft. West of West Switch.
Blue River	3000 ft. East of East Switch.

POSITIVE INSPECTION POINTS FOR FREIGHT TRAINS

Westward	Eastward
Red Pass Jct.	Albreda
Jackman	Jackman
Albreda	

TUNNELS

Location	Mileage	Length
6.6	6.6	317 feet
4B.1	4B.1	1216 "

TIME TABLE No. 4, EFFECTIVE SEPTEMBER 28th, 1930

WESTWARD TRAINS Inferior Direction				Miles from Blue River	Bulletins, Coal Standard Clocks, Train Registers, Water, Wyes	CLEARWATER SUBDIVISION				Train Order or Phone Offices	Telegraph Calls	Car Capacity 40-ft. Aver.	EASTWARD TRAINS Superior Direction			NORTHWARD TRAINS Inferior Direction			Miles from Kamloops Junction.	Bulletins, Coal Standard Clocks, Train Registers, Water, Wyes	KAMLOOPS TERMINAL SUBDIVISION				Train Order or Phone Offices	Telegraph Calls	Car Capacity 40-ft. Aver.	SOUTHWARD TRAINS Superior Direction		
SECOND CLASS	FIRST CLASS	STATIONS	FIRST CLASS			SECOND CLASS		FIRST CLASS					FIRST CLASS																	
403 Time Freight Daily	1 Pgr. Daily					2 Pgr. Daily	406 Time Freight Daily	404 Time Freight Daily	91 Pgr. Daily				105 Pgr. Daily Ex. Sun.	103 Pgr. Daily	106 Pgr. Daily Ex. Sun.	102 Pgr. Daily	92 Pgr. Daily													
L 20.15	L 13.37	0.0	C K W Y	BLUE RIVER 4.4	T BR	127	505	A 15.21	A 16.30	A 1.15	L 20.05	L 19.55	L 8.50	2.8	K	KAMLOOPS 2.8	T KS	24	51	A 8.25	A 8.40	A 19.55								
20.29	f 13.47	4.4		ANGUSHORN 3.8			62	f 15.09	16.16	1.02	A 20.15	A 20.04	A 9.00	.0	C K W Y	KAMLOOPS JCT. Jct. with Ashcroft and Clearwater Subdivisions	T KA	36	1032	L 8.15	L 8.25	L 19.37								
20.41	f 13.56	8.2		WOLFENDEN 5.4	P		65	f 14.59	16.05	24.51	Daily	Daily Ex. Sun.	Daily							Daily Ex. Sun.	Daily	Daily								
20.58	f 14.10	13.6		MESSITER 5.2	T MS	82	17	f 14.45	15.48	24.35	<b>91</b>	<b>105</b>	<b>103</b>							<b>106</b>	<b>102</b>	<b>92</b>								
21.13	f 14.30	18.8		COTTONWOOD FLATS 6.0			31	f 14.30	15.32	24.19																				
21.33	s 14.45	24.8	W Y	AVOLA 5.2	T VO	61	15	s 14.09	15.14	L 24.00 A 23.52																				
21.49	f 14.57	30.0		WIRE CACHE 7.4			65	f 13.54	14.57	23.36																				
22.09	f 15.13	37.4		McMURPHY 4.0	P		70	f 13.39	14.27	23.10																				
22.20	15.21	41.4		WABRON 5.7			63	13.27	14.16	22.58																				
22.40	f 15.36	47.1	W	IRVINE 5.9	T VN		62	f 13.13	13.58	22.40																				
22.58	f 15.50	53.0		VAVENBY 8.6	P		69	f 12.57	13.40	22.15																				
23.28	s 16.11	61.6	C W Y	BIRCH ISLAND 6.1	T BD	67	80	s 12.35	13.13	21.40																				
23.46	f 16.27	67.7		CLEARWATER 6.0			60	f 12.17	12.50	21.19																				
24.04	f 16.41	73.7		BLACK POOL 8.7	P		65	f 12.02	12.35	21.04																				
24.28	f 17.02	82.4	W	BOULDER 3.3	P		69	f 11.37	12.14	20.41																				
24.38	f 17.10	85.7		MT. OLIE 5.2	P		58	f 11.28	12.04	20.31																				
24.53	s 17.23	90.9		CHU CHUA 7.2	T C	58	15	s 11.14	11.50	20.17																				
1.13	f 17.40	98.1		CHINOOK COVE 6.3	P		61	f 10.55	11.32	19.59																				
1.29	f 17.55	104.4		BARRIERE 2.9	P		63	f 10.40	11.17	19.44																				
	f 18.03	107.3		LOUIS CREEK 0.9	P		17	f 10.33																						
1.42	18.05	108.2	W	EXLOU 8.2			64	10.31	11.05	19.34																				
2.04	f 18.25	116.4		McLURE 3.8	T RU		68	f 10.14	10.42	19.09																				
	f 18.33	120.2		RAMAGE 4.5			6	f 10.05																						
2.25	f 18.43	124.7		VINSULLA 4.2	P		69	f 9.55	10.20	18.43																				
	f 18.52	128.9		HEFFLEY 3.3			12	f 9.45																						
2.45	f 19.00	132.2		RAYLEIGH 7.2	P		63	f 9.38	10.00	18.15																				
A 3.05	A 19.17	139.4	C K W Y	KAMLOOPS JCT. Jct. with Kamloops Terminal Sub.	T KA	36	1032	L 9.20	L 9.40	L 17.55																				
Daily	Daily			Pacific Time				Daily	Daily	Daily																				
<b>403</b>	<b>1</b>							<b>2</b>	<b>406</b>	<b>404</b>																				

**SPECIAL INSTRUCTIONS:**  
Clearance issued to No. 91 at Kamloops will clear No. 1 leaving Kamloops Jct. on Ashcroft Subdivision. Operator Kamloops Jct. will register arrival of No. 91 and departure No. 1 leaving Kamloops Jct. on Ashcroft Subdivision.

**SPEED RESTRICTIONS:**  
Trains must not exceed ten (10) miles per hour when backing into Kamloops Yard.

**YARD LIMIT BOARDS:**  
Kamloops, 3450 ft. South of Kamloops and extending north to Kamloops Jct.

**DRAWBRIDGE**  
Over South Thompson River at Kamloops.

MILK STANDS	TUNNELS	YARD LIMIT BOARDS
Mileage.....124.7	Location Length Mileage 12.1...380 ft. " 12.4...135 "	Blue River...3000 ft. West of West Switch Avola...3000 feet East and West of Water Tank. Birch Island...1500 ft. East of East Switch and 3700 ft. West of West Switch. Exlou...3000 feet East and West of Water Tank. Kamloops Jct...One mile East of East Yard Switch.
DERAILS	SPURS:	
Heffley.....West End	Cochrane & Switzer.....Mileage 3.0 Capacity 3 Cars Connected East End	
	Naugle Pole & Tie Co....." 4.4 " 7 " " West "	
	T. H. Craig....." 14.8 " 2 " " " "	
	Lawrence....." 24.2 " 3 " " East "	
	Manson....." 29.0 " 4 " " " "	
	John Macdonald Lbr Co....." 30.5 " 11 " " " "	
	Fennel....." 34.2 " 13 " " " "	
	H. J. Hunsbedt....." 45.4 " 2 " " East "	
	H. Sigalet & Co., Ltd....." 67.4 " 9 " " " "	
	B. F. Foote....." 76.5 " 1 " " West "	
	Spur, Industrial....." 102.9 " 5 " " " "	
	Barriere Mill Co....." 104.3 " 24 " " " "	

**SPECIAL INSTRUCTIONS—Nos. 1 and 2 will stop on flag to entrain and detrain passengers at Mileage 3.0 Cochrane & Switzer, and Mileage 34.2 Fennell.**  
In switching spur at Mileage 30.5 on account of sharp curve, engines will not pass beyond a point three hundred feet in from the switch and will use other cars as reachers in placing and removing cars beyond the point mentioned.  
The following stops will be made to exchange mails: No. 1 at Avola, Vavenby, Birch Island, Clearwater, Black Pool, Mount Olie, Chu Chua, Barriere, Louis Creek and Heffley—Mondays, Wednesdays and Saturdays; No. 2 at Rayleigh, Heffley, Vinsulla, Louis Creek, Barriere, Chinook Cove, Chu Chua, Mount Olie, Black Pool, Clearwater, Birch Island, Vavenby and Avola—Tuesdays, Wednesdays and Saturdays; at McLure on Wednesdays and Saturdays, and at McMURPHY on Wednesdays. Mails will also be exchanged at meeting point of trains on Tuesdays, Wednesdays and Saturdays.

**SPEED RESTRICTIONS—**  
Trains must approach and pass through Blue River and Kamloops Jct. Yards prepared to stop unless the main track is seen or known to be clear.  
Freight trains must not exceed a speed of one (1) mile in two (2) minutes and twenty-four (24) seconds, at any point, unless authorized by timetable or train order.

**POSITIVE INSPECTION POINTS FOR FREIGHT TRAINS**

Westward	Eastward
Avola	Exlou
Birch Island	Birch Island
Exlou	Avola

TIME TABLE No. 4, EFFECTIVE SEPTEMBER 28th, 1930

NORTHWARD TRAINS Inferior Direction				OKANAGAN SUBDIVISION				SOUTHWARD TRAINS Superior Direction			
FIRST CLASS	Miles from Kamloops Junction.	Train Order or Phone Offices	Telegraph Calls	STATIONS	Train Order or Phone Offices	Telegraph Calls	STATIONS	FIRST CLASS	Miles from Kamloops Junction.	Train Order or Phone Offices	Telegraph Calls
105 Pgr. Daily Ex. Sun.								106 Pgr. Daily Ex. Sun.			
L 14.45	118.9	C K W Y		KELOWNA	T CA		KELOWNA	A 13.55	118.9		
f 14.59	113.1			RUTLAND			RUTLAND	f 13.42	114.4		
f 15.08	109.5			POSTILL			POSTILL	f 13.32	113.3		
f 15.17	105.7			WINFIELD			WINFIELD	f 13.23	105.8		
s 15.33	99.4			OYAMA			OYAMA	s 13.08	87.2		
f 15.48	92.4			KALAMALKA			KALAMALKA	f 12.52	85.9		
s 16.00	87.6	R		LUMBY JCT.			LUMBY JCT.	s 12.41	85.7		
16.06	85.6	W Y		VERNON JCT.			VERNON JCT.	12.36	85.7		

Trains between Vernon Jct. and Armstrong Jct. will be governed by Can. Pac. Rly. Timetable, Rules and Regulations.

16.43	70.8	W		ARMSTRONG JCT.			ARMSTRONG JCT.	11.57			
f 17.04	61.7			O'KEEFE			O'KEEFE	f 11.35			
f 17.25	52.4			SWEETSBRIDGE			SWEETSBRIDGE	f 11.15			
s 17.38	47.3	W		FALKLAND	T FD		FALKLAND	s 11.02			
f 18.01	37.8			WESTWOLD			WESTWOLD	f 10.39			
f 18.17	31.0	W Y		MONTE LAKE		26	MONTE LAKE	f 10.23			
f 18.29	26.5			DUCKS MEADOW			DUCKS MEADOW	f 10.10			
s 19.02	14.7	R W		CAMPBELL CREEK JCT.	T BO		CAMPBELL CREEK JCT.	s 9.30			

Trains between Campbell Creek Jct. and Can. Pac. Jct. will be governed by Can. Pac. Rly. Timetable, Rules and Regulations.

19.24	3.5			CAN. PAC. JCT.			CAN. PAC. JCT.	9.08			
A 19.30	2.8	R		KAMLOOPS	T KS	24 51	KAMLOOPS	L 9.05			
Daily Ex. Sun.				Pacific Time			Pacific Time	Daily Ex. Sun.			
105								106			

SPECIAL INSTRUCTIONS:

Cars on Dominion Cannery Spur, Kelowna, will not clear man riding on side of car on C.N. Transfer Track.  
 Overhead road crossing at Mileage 86 has clearance 18 feet and will not clear man on top of box or other similar car.  
 Movement of cars on Monte Lake Wye detached from engines is strictly forbidden, and further, before using wye, even with engines attached, brakes on all equipment being handled must positively be known to be in proper working order.  
 The location of descending grades 1% and over are as follows:  
 Northward—Mile 31 to 30—2.0%  
 26 to 15—2.0%  
 Southward—Mile 36 to 38—1.2%  
 60 to 61—1.2%  
 63 to 65—1.2%  
 68 to 69—1.2%

Southward Trains will not receive terminal clearance at Campbell Creek Jct.  
 Station Protection Signals govern cross-over from Okanagan Sub. to Can. Pac. Main Track at Can. Pac. Jct. and Campbell Creek Jct.  
 Kamloops is registering point for first class trains only.  
 Locomotives must not be put beyond the end of the dump Kamloops Lumber Company's spur. This point is indicated by a sign.

SPEED RESTRICTIONS—

Trains must approach and pass through Kamloops and Kelowna yards prepared to stop unless the main track is seen or known to be clear.  
 Freight Trains must not exceed a speed of one (1) mile in two (2) minutes and twenty-four (24) seconds at any point, unless authorized by timetable or train order.  
 Trains must not exceed six (6) miles per hour between Mileage 89.6 and Mileage 90.4 account sharp curve.  
 Run cautiously Mileage 89 to Mileage 94 account falling rocks.  
 Speed over level crossings in the City of Vernon must not exceed ten (10) miles per hour.  
 Do not exceed fifteen (15) miles per hour between M.P. 55.3 and M.P. 56.  
 Trains must not exceed six (6) miles per hour over sink-hole Mileage 29.2.  
 Schedule speed must not be exceeded by train No. 105 between Monte Lake and Campbell Creek Junction.  
 Freight trains must not exceed a speed of one (1) mile in three (3) minutes between Ducks Meadow and Campbell Creek Jct.  
 Trains must not exceed eight (8) miles per hour over curve at Mileage 23.  
 Trains must not exceed ten (10) miles per hour over Lorne Street, Kamloops.

WESTWARD TRAINS Inferior Direction				LUMBY SUBDIVISION				EASTWARD TRAINS Superior Direction			
SECOND CLASS	Miles from Lumby Jct.	Train Order or Phone Offices	Telegraph Calls	STATIONS	Train Order or Phone Offices	Telegraph Calls	STATIONS	SECOND CLASS	Miles from Lumby Jct.	Train Order or Phone Offices	Telegraph Calls
	14.5	R Y		LUMBY			LUMBY		14.5		
	7.9			LAVINGTON			LAVINGTON		7.9		
	4.1			COLDSTREAM			COLDSTREAM		4.1		
	0.0	R		LUMBY JCT.			LUMBY JCT.		0.0		

SPECIAL INSTRUCTIONS:

Normal position of switch at Lumby Jct. is for Okanagan Sub.  
 Lights will not be used on switches and train order signals during the hours of sunset to sunrise.

SPEED RESTRICTIONS

Trains must approach and pass through Lumby yard prepared to stop unless the main track is seen or known to be clear.  
 Do not exceed four (4) miles per hour over sink holes at mileage 1.8, 2.2 and mileage 10.8.

DERAILS:

Coldstream Spur, M. P. 3.3

SPURS:

Spur	Mileage	Capacity	Cars	Notes
Clarke & Elliott	14.5	capacity	10 cars	Continuation of Team Track.
Sigalet Pole Co.	14.4	"	13 "	connected West end.
Bell Lumber Co.	14.3	"	19 "	" " "
Coldstream Ranch	11.8	"	1 "	" " "
Coldstream Ranch	5.4	"	4 "	" " "
Coldstream Ranch	3.3	"	8 "	" " "
Vernon Fruit Union	2.0	"	6 "	East end.
Mikto Orchards	0.8	"	12 "	West end.

YARD LIMIT BOARDS:

Kelowna 3,000 feet north of Water Tank.  
 Vernon 3,000 feet south of South Wye Switch.  
 Armstrong 2,500 feet north of Jct. Switch with Can. Pac. Railway.  
 Falkland 2,500 feet north of North Switch and 2,500 feet south of South Switch.  
 Campbell Creek Jct. 2,500 feet south of South Passing Track Switch.  
 Kamloops 3450 feet south, opposite East Frog Transfer Switch.

DERAILS:

Winfield North End.  
 Oyama, north end loading track.  
 Falkland, south end gypsum loading track.  
 Westwold, south end.  
 Monte Lake, south end.  
 Campbell Creek Jct., 200 feet south of Can. Pac. Main Line Switch, and is operated and controlled by and from this switch.

TUNNELS

Location	Length
Mileage 20.4	475 feet

TIME TABLE No. 4, EFFECTIVE SEPTEMBER 28th, 1930

WESTWARD TRAINS Inferior Direction				ASHCROFT SUBDIVISION				EASTWARD TRAINS Superior Direction			
SECOND CLASS	FIRST CLASS	Miles from Kamloops Jct.	Bulltins, Coal Standard Clocks Train Registers, Water, Wyes	STATIONS	Train Order or Phone Offices	Telegraph Calls	Car Capacity 40-ft. Aver.		FIRST CLASS	SECOND CLASS	
403	1						2	404	406		
Time Freight Daily	Pagr. Daily					Sidings	Other Tracks	Pagr. Daily	Time Freight Daily	Time Freight Daily	
L 5.55	L 20.15	0.0	C K W Y	KAMLOOPS JCT. <small>Jct. with Kamloops Terminal Sub.</small>	T KA	36	1032	A 8.24	A 16.25	A 5.00	
5.58	f 20.18	1.0		HALSTON			56	f 8.21	16.21	4.57	
6.14	f 20.33	7.8		TRANQUILLE	T RN		63	f 8.06	16.04	4.37	
6.34	f 20.47	13.7		FREDERICK	P		63	f 7.51	15.46	4.17	
6.55	f 21.03	20.8		COPPER CREEK	P		70	f 7.34	15.25	3.56	
7.21	f 21.14	25.7	W	SAVONA	T SA		63	f 7.21	15.13	3.43	
7.45	f 21.32	32.6		WALHACHIN	P		81	f 7.05	14.51	3.20	
7.56	f 21.44	36.3		ANGLESEY	P		77	f 6.57	14.41	3.08	
8.09	f 21.56	41.0		McABEE	P		72	f 6.47	14.27	2.51	
8.38	s 22.15	48.9	W	ASHCROFT	T AC		71	s 6.29	14.05	2.27	
		57.3		BASQUE TRANSFER <small>(with C.P.R.)</small>			26				
9.03	f 22.39	58.6		BASQUE	P		71	f 6.06	13.35	1.57	
9.27	f 23.02	68.3		MARTEL	P		60	f 5.45	13.04	1.26	
9.49	s 23.19	74.8	C W Y	SPENCE'S BRIDGE	T SB		65	s 5.29	L 12.41	L 1.03	
9.59	s 23.19	74.8		SKOONKA			39	f 5.17	12.16	24.41	
10.11	f 23.31	79.1		SEDELL	P		59	f 5.07	12.03	24.27	
10.24	f 23.43	83.1		SHUSHTEN			66	4.49	11.37	24.01	
10.45	24.01	90.0		GOSSET	P		39	f 4.46	11.34	23.51	
10.48	f 24.03	91.0		LYTTON	T NY		52	s 4.29	11.15	23.30	
11.15	s 24.25	97.8	W	CISCO	P		59	f 4.14	10.55	23.10	
11.39	f 24.45	104.2		FALLS CREEK	P		68	f 4.02	10.33	22.50	
11.55	f 1.05	110.2	W	INKITSAPH	P		68	f 3.49	10.14	22.34	
12.07	f 1.20	114.9		BOOTHROYD	P		45	f 3.36	9.58	22.18	
12.20	f 1.37	119.4		BOSTON BAR	T B		91	L 3.21	L 9.35	L 21.55	
Daily	Daily			Pacific Time				Daily	Daily	Daily	
403	1							2	404	406	

Lift Bridge  
Over North Thompson  
River at Kamloops Jct.

TUNNELS

Location	Length
Mileage 9.1	230 feet
" 10.2	2837 "
" 20.6	700 "
" 41.7	397 "
" 51.7	877 "
" 54.9	1321 "
" 67.5	231 "
" 67.6	172 "
" 80.2	179 "
" 80.4	242 "
" 80.5	326 "
" 91.4	167 "
" 93.1	276 "
" 94.0	737 "
" 94.7	179 "
" 109.3	299 "
" 120.5	130 "

POSITIVE INSPECTION  
POINTS  
FOR FREIGHT TRAINS

Westward  
Savona  
Ashcroft  
Spence's Bridge

Eastward  
Spence's Bridge  
Savona

WESTWARD TRAINS Inferior Direction				YALE SUBDIVISION				EASTWARD TRAINS Superior Direction			
SECOND CLASS	FIRST CLASS	Miles from Boston Bar	Bulltins, Coal Standard Clocks Train Registers, Water, Wyes	STATIONS	Train Order or Phone Offices	Telegraph Calls	Car Capacity 40-ft. Aver.		FIRST CLASS	SECOND CLASS	
403	1						2	404	406		
Time Freight Daily	Pagr. Daily						Sidings	Other Tracks	Pagr. Daily	Time Freight Daily	Time Freight Daily
L 13.20	L 2.04	0.0	C K W	BOSTON BAR	T B		91	316	A 3.11	A 8.50	A 21.00
13.30	2.12	3.1		HICKS				63	3.03	8.37	20.48
13.45	f 2.23	7.4		GORGE				45	f 2.52	8.23	20.34
14.02	f 2.38	12.7	W	CHAPMAN'S	P		49	19	f 2.38	8.03	20.14
14.21	f 2.53	18.3		STOUT	T SO		66	20	f 2.22	7.44	19.55
14.46	f 3.15	26.7		YALE	P		65	15	f 1.58	7.10	19.25
14.59	f 3.26	31.5		SQUEAH	P			67	f 1.45	6.51	19.08
15.11	f 3.35	35.9		TRAFALGAR				63	f 1.35	6.36	18.53
A 15.24	s 3.45	40.2	C W Y	HOPE	T H		51	102	s 1.25	s 6.23	18.40
L 15.29				<small>Jct. with K. V. Ry.</small>							
15.40	f 3.53	44.1		FLOODS	P			69	f 1.16	5.59	18.23
	f 4.01	47.8		ST. ELMO				21	f 1.06		
15.59	f 4.04	49.6		LAIDLAW	P			57	f 1.04	5.45	18.07
16.10	f 4.12	54.1	W	CHEAM VIEW	P			68	f 24.56	5.33	17.53
16.28	f 4.24	61.0		POPKUM				57	f 24.43	5.15	17.33
16.40	f 4.31	65.1	Y	ROSEDALE	T RS		67	9	f 24.35	5.02	17.20
A 17.00	s 4.43	71.8	W	CHILLIWACK	T CH		70	56	s 24.21	4.43	L 17.00
L 17.05				<small>Jct. with B. C. E. Ry.</small>							A 16.40
17.18	f 4.52	76.5		ARNOLD				63	f 24.10	4.19	16.20
17.34	f 5.05	83.2		COX	P			49	f 23.56	4.03	16.02
17.44	f 5.14	87.4		MATSQUI	T MA		69	15	f 23.45	3.53	15.50
18.00	f 5.26	92.5	W	MT. LEHMAN	P			62	f 23.33	3.35	15.36
18.13	f 5.39	98.0		GLEN VALLEY				43	f 23.22	3.20	15.20
18.26	f 5.52	103.2		FORT LANGLEY	T G		64	8	f 23.12	3.05	15.05
18.36	f 6.01	107.1		WESTLANG	P			59	f 23.02	2.54	14.53
A 19.00	s 6.22	114.9	C K W	PORT MANN	T AN			1140	L 22.44	L 2.30	L 14.25
L 19.50				LIVERPOOL				38	A 22.35	A 1.45	A 13.40
19.56	6.33	117.5		FRASER RIVER JCT.	P				22.29	1.37	13.32
19.58	6.35	118.2							22.28	1.35	13.30

Trains Between New Westminster and C. N. Jct. will be governed by Great Northern Ry. Time Table, Rules and Regulations.

WESTWARD	STATIONS	EASTWARD
20.53	C.N. JCT.	21.55
A 21.05	VANCOUVER	L 21.50
Daily	Pacific Time	Daily
403		2
1		404
		406

See Page 7 for Special Instructions, Tunnels, Spurs, Etc.

SPECIAL INSTRUCTIONS—Nos. 1 and 2 step on flag to entrain and detrain passengers at Epsom and Winch Spurs. Engines of 5000 and 5100 class must not go into the spur at M.P. 7.8 Ashcroft Subdivision on account of the curve being too short for these engines. Back tracks at screening plant M.P. 84.5 not safe for engines.

SPEED RESTRICTIONS—Trains must approach and pass through Kamloops Jct. and Boston Bar Yards prepared to stop unless the main track is seen or known to be clear. Trains must come to full stop five hundred (500) feet from Lift Section of Bridge over North Thompson River at Kamloops Jct. and will proceed only when knowing positively that Lift is closed. Freight trains must not exceed a speed of one (1) mile in two (2) minutes and twenty-four (24) seconds, at any point, unless authorized by timetable or train order. Run carefully at Mileage 47.5 and watch out for slides. Run cautiously at Mileage 51, 53.4, 55.3 and 56.5, account of sink holes. Do not exceed ten (10) miles per hour between Mileage 80.2 and 80.7, account of rock sliding. Run cautiously and look out for slides at M.P. 107.38, between Mileage 109 and 109.5, M.P. 113.8, M.P. 117.7 to M.P. 118.8.

YARD LIMIT BOARDS—

Kamloops Jct.	3350 ft. West of West Yard Switch.
Savona	3000 ft. East and West of Siding Switches.
Ashcroft	4000 ft. East and West of Station.
Spence's Bridge	300 ft. East of East Wye Switch and 4000 ft. West of Station.
Lytton	4000 ft. East and West of Station.
Boston Bar	3000 ft. East of East Switch.

DERAILS

Halston	East and West Ends
Fruitlands Spur	East End
Packing Plant Spur	East End
Basque Transfer	West End
Spence's Bridge	West End Coal Dock Track

SPURS

Mileage	Capacity	Cars Connected	Both Ends
Fruitlands	2.5	16	Both Ends
Tranquille Sanitarium	7.9	41	East End
Savona Orchard	28.4	4	" "
Packing Plant	35.1	8	" "
Chas. Wah	39.9	3	West
Wing Chong Tai Co.	47.2	3	" "
Ashcroft Irrigated Lands Co.	47.8	4	" "

Mileage	Capacity	Cars Connected	West End
Ashcroft Estates Ltd.	53.2	15	Both Ends
Epsom	60.0	9	" "
Moran	71.7	4	" "
Stock Yard	97.2	13	East End
Team	97.5	11	West
Winch	98.6	12	" "
W. Bradley	116.8	2	East

**YALE SUBDIVISION**

**SPECIAL INSTRUCTIONS—**

**HOPE**—Junction switch is controlled by Interlocker. Top arm governs Can. Nat. main track, lower arm governs K.V. Ry. connection. Use one (1) long sound of the whistle for Can. Nat. main track.  
 Use two (2) long sounds of the whistle for Kettle Valley Ry. connection.  
 Distant Signal Interlocking plant, west end, Hope yard, shows on left side.  
 Western Canada Lime Company Spur, Mile 61, is not safe for heavier than twenty-eight (28) per cent. engines.  
 Account soft dump engines should not go in on one car spur located at M.P. 111.73 Yale Subdivision for William Bothwell.  
 Platform served by north track leading to stores at Port Mann does not meet standard clearances and trainmen and others concerned should be careful when switching cars to and from this track to avoid the possibility of injury or accident.  
 When freight trains are unable to clear lead switch at shop Port Mann by 7.05K, they must arrange to keep clear of shop trains due to leave Port Mann for New Westminster at 7.18K, returning from New Westminster at 7.40K and arriving Port Mann shop 7.53K.

Supports for shed over No. 1 track at Gypsum Spur, Mileage 117.5 Yale Subdivision, are not standard clearance from either track and all concerned will bear this in mind when switching this spur so as to avoid possibility of injury.

Siding at Liverpool is to be used for the meeting and passing of trains only.

Between New Westminster and C. N. Jct. trains are operated over the tracks of Great Northern Railway and will be governed by that Company's time table, rules and regulations.

To facilitate the movement of trains Westward from Port Mann, conductors will, through the medium of the Operator at Port Mann—first, ascertain from the Great Northern Operator, New Westminster, whether or not all superior trains have arrived and left; second, notify the towerman on Fraser River Bridge of the approximate arrival time at the Eastern limit of the Fraser River Bridge signal zone; third, notify the Great Northern Operator at New Westminster, in case of orders being required at that point, the engine number and approximate arrival time of the train at that station.

When trains are delayed in west end of yard, Conductor will obtain permission from Great Northern Operator by medium of the telephone at the shops and this permission must be obtained by the Conductor personally and a notation to that effect made on Form 856 showing the exact time that the Operator at New Westminster gave permission for the train to proceed.

**AUTOMATIC BLOCK SIGNALS—**

Movement of trains and engines between Port Mann and Fraser River Jct. are controlled by automatic signals. The main track may be used regardless of right or schedule, such judgment to be used as will prevent delay to first and second class trains, and the following will govern:

When signal 21 at east end of bridge is cleared for eastward trains, signals 117.5 and 117.3 will be at "stop," red lights being indicated, and signal 116.3 will be at "caution," a yellow light being indicated. Westward trains entering the approach circuit at signal 116.3 will set signal 117.4 at "stop," a red light being indicated, and signal 117.6 at "caution," a yellow light being indicated.

Signal 21 at east end of bridge is controlled by operator in tower on bridge, and this signal may be cleared to allow trains to meet at Liverpool Siding, and trains so meeting will be governed by the rule, and westward trains taking siding will, if necessary, back out in order to avoid stalling on east approach to bridge. When trains meet at this siding, at least one of such trains must not consist of more than engine and thirty-nine cars. Conductors in charge of westward trains consisting of more than engine and thirty-nine cars, must ascertain before leaving Port Mann whether or not there is any possibility of meeting an eastward train consisting of more than the engine and thirty-nine cars at Liverpool Siding, and, if so, must remain at Port Mann to meet such train.

When a train finds a signal indicating "stop" it must be governed accordingly, but after a reasonable length of time it may proceed under flag protection. This also applies to use of indicators.

**FRASER RIVER BRIDGE—**Trains westward must not exceed ten (10) miles per hour on east approach and six (6) miles per hour before reaching Fraser River Jct.

Trains must come to a full stop within fifty (50) feet of home signal on either side of this bridge unless signal gives clear indication and must not proceed until clear signal is displayed and must not exceed six (6) miles per hour over this bridge.

Trains must occupy not less than three (3) minutes nor any longer than five (5) minutes in either direction between home signals 2 and 23, 2 and 27, and 5 and 25.

Trains must pull clear of home signal zone before stopping and must not leave any part of train standing within or overlapping home signals.

Trains or light engines, moving to New Westminster Freight Shed must sound FOUR (4) long and ONE (1) Short sounds of the whistle approaching this bridge.

Trains or light engines, moving from New Westminster Freight Shed will sound THREE (3) long and ONE (1) short sounds of the whistle approaching this bridge.

**RAILWAY CROSSINGS AT GRADE—**

**HOPE**, mileage 39.9—With Kettle Valley Ry. (Canadian Pacific Ry.) (Interlocked).

**CHILLIWACK**, mileage 72.1—With British Columbia Electric Ry. (Interlocked).

**MATSQUI**, mileage 88.1—With Canadian Pacific Ry., Mission Branch (Interlocked).

**SPEED RESTRICTIONS—**

Trains must approach and pass through Boston Bar and Port Mann yards prepared to stop unless main track is seen or known to be clear.

Freight trains must not exceed a speed of one (1) mile in two (2) minutes and twenty-four (24) seconds, at any point, unless authorized by timetable or train order.

Do not exceed fifteen (15) miles per hour between M.P. 5.0 and twenty-five (25) poles west of M.P. 5.0.

Trains must not exceed fifteen (15) miles per hour between mileages 20 and 21.4 on account of falling rocks.

Trains must not exceed ten (10) miles per hour over switch connecting old and new main lines opposite west end Port Mann Shops. In view of repair tracks being adjacent to main line at Port Mann, trains must not pass these tracks at high rate of speed, but will maintain such speed as will remove hazard of accident.

Eastbound trains must not exceed a speed of fifteen (15) miles per hour until the entire train is passed Home Signal No. 27, which is located on the east end of Fraser River Bridge.

Trains will not exceed a speed of ten (10) miles per hour over switches in Vancouver Yard.

**DRAW BRIDGE**—Over Fraser River between Fraser River Jct. and New Westminster.

**LIFT BRIDGE**—Over Sumas River at mileage 78.8 is protected by signals located 500 feet east and 980 feet west of bridge respectively. Trains will approach these signals under full control and must not exceed twelve (12) miles per hour when passing over this bridge.

**YARD LIMIT BOARDS—**

Boston Bar, 3000 feet west of West Switch.  
 Hope, 2632 feet east of East Switch and 2094 feet west of West Switch.  
 Chilliwack, 3000 feet east of East Switch and 3000 feet west of West Switch.  
 Mt. Lehman, 2000 feet East and west of Siding Switches.  
 Port Mann, 1800 feet west of West Switch, and one pole east of East Mile Board.

**TUNNELS**

Location Mileage	Length	Location Mileage	Length
5.5	705 feet	17.5	172 feet
7.3	212 "	18.8	130 "
8.5	443 "	19.7	124 "
8.7	201 "	21.6	825 "
9.0	761 "	21.7	1049 "
9.2	268 "	23.2	335 "
11.4	480 "	26.0	2077 "
12.3	400 "	35.0	462 "

**SPURS**

Location	Mileage	Capacity	80 Cars	connected	west	end
Western Canada Lime Co.	61.0	"	"	"	"	"
Smithvale	68.4	"	6	"	"	"
Fruit Cooling Plant	71.8	"	11	"	east	"
Collins & Macken	74.1	"	7	"	west	"
Cannor	77.2	"	10	"	east	"
Thos. Goodchild	83.2	"	9	"	west	"
McKay & Flanagan Lbr Co.	108.3	"	6	"	"	"
N. K. Wade	108.6	"	7	"	east	"
Tynehead	110.3	"	8	"	"	"
Wm. Bothwell	111.7	"	1	"	"	"
Fraser Valley Tie & Timber Co.	117.0	"	10	"	"	"
Dominion Tar & Chemical Co.	117.1	"	20	"	"	"
Canada Gypsum & Alabastine Co.	117.3	"	17	"	west	"
Brownsville	117.7	"	538	"	east	"
Royal City Lumber Co.	" off 117.7	"	11	"	"	"
Tannery	" off 117.7	"	30	"	"	"

**DERAILS**

Spur, Mileage 27.7  
 Hope, east end coal duck track

**POSITIVE INSPECTION POINTS FOR FREIGHT TRAINS**

Westward	Eastward
Hope	Mt. Lehman
Chilliwack	Chilliwack
Mt. Lehman	Hope

TIME TABLE No. 4, EFFECTIVE SEPTEMBER 28th, 1930

WESTWARD TRAINS Inferior Direction				TETE JAUNE SUBDIVISION				EASTWARD TRAINS Superior Direction													
FIRST CLASS	5 Psg.	Miles from Red Pass Jct.	Bulletin, Coal Standard Clocks Train Registers, Water, Wye	STATIONS	Train Order or Phone Offices	Telegraph Code	Car Capacity 40-ft. Aver.		FIRST CLASS	6 Psg.	Miles from McBride	Bulletin, Coal Standard Clocks Train Registers, Water, Wye	FRASER SUBDIVISION		Train Order or Phone Offices	Telegraph Code	Car Capacity 40-ft. Aver.		FIRST CLASS	6 Psg.	
							Sidings	Other Tracks					Sidings	Other Tracks							
L	10.22	0.0	C K W Y	REDPASS JCT. Jct. with Albreda Sub. 1.8	T	RD	64	150	A	18.10											
f	10.28	1.8		SELWYN 6.4	P			67	f	18.00											
f	10.42	8.2		ALPLAND 6.1	P			65	f	17.36											
f	10.59	14.3		SWIFTWATER 3.5				65	f	17.15											
f	11.09	17.8		REARGUARD 7.3				58	f	17.01											
s	11.28	25.1	W Y	TETE JAUNE 4.9	T	AU	78	73	s	16.40											
s	11.42	30.0		SHERE 7.4	P			66	s	16.22											
f	12.02	37.4		* CROYDON 6.2				62	f	16.02											
f	12.20	43.6	W	DUNSTER 7.6	P			65	f	15.46											
f	12.39	51.2		RAUSH VALLEY 5.7				76	f	15.27											
f	12.54	56.9		EDDY 6.7				67	f	15.12											
A	13.10	63.6	C K W Y	McBRIDE	T	MD		550	L	14.55											
	Mon. Wed. Sat.																				
	5			Pacific Time						6											

WESTWARD TRAINS Inferior Direction				FRASER SUBDIVISION				EASTWARD TRAINS Superior Direction													
FIRST CLASS	5 Psg.	Miles from McBride	Bulletin, Coal Standard Clocks Train Registers, Water, Wye	STATIONS	Train Order or Phone Offices	Telegraph Code	Car Capacity 40-ft. Aver.		FIRST CLASS	6 Psg.	Miles from McBride	Bulletin, Coal Standard Clocks Train Registers, Water, Wye	FRASER SUBDIVISION		Train Order or Phone Offices	Telegraph Code	Car Capacity 40-ft. Aver.		FIRST CLASS	6 Psg.	
							Sidings	Other Tracks					Sidings	Other Tracks							
L	13.25	0.0	C K W Y	McBRIDE 13.1	T	MD	550	A	14.40												
f	14.05	13.1	W	LEGRAND 8.4	P		65	f	14.05												
f	14.27	21.5		RIDER 6.3			68	f	13.43												
f	14.44	27.8	W	* GOAT RIVER 8.5	P		65	f	13.26												
f	15.03	36.3		* LOOS 8.7	P		67	f	13.06												
f	15.22	45.0		URLING 6.9			66	f	12.46												
f	15.40	51.9		KIDD 3.7			66	f	12.33												
f	15.49	55.2	Y	DOME CREEK 2.1	T	BN		f	12.23												
f	15.55	57.7	W	BEND 7.9			65	f	12.13												
f	16.13	65.6		GUILFORD 3.8			65	f	11.55												
s	16.21	69.4		PENNY 5.6			53	s	11.46												
f	16.34	75.0	W	LINDUP 4.4	P		63	f	11.33												
s	16.44	79.4		LONGWORTH 8.0			65	s	11.23												
s	17.03	87.4		HUTTON 4.9	T	H	66	s	11.03												
f	17.15	92.3		DEWEY 7.9			65	f	10.47												
s	17.35	100.2	W Y	HANSARD 8.6	P		65	s	10.28												
s	17.56	108.8		ALEZA LAKE 6.5	P		65	s	10.07												
s	18.10	115.3		NEWLANDS 7.0			66	s	9.52												
s	18.25	122.3	W	GISCOME 4.7	T	G	67	s	9.35												
s	18.35	127.0		WILLOW RIVER 9.3			66	s	9.21												
f	18.57	136.3		SHELLEY 4.4			66	f	8.57												
f	19.08	140.7		FOREMAN 5.3			65	f	8.45												
A	19.25	146.0	C K W Y	PRINCE GEORGE	T	GO	59	1235	L	8.30											
	Mon. Wed. Sat.																				
	5			Pacific Time						6											

**SPECIAL INSTRUCTIONS:**  
Normal position of main track Switch, Redpass Jct. is against Tete Jaune Subdivision. Trains must not exceed eight (8) miles per hour over this switch.  
The locations of descending grades 1% and over, are as follows:—Westward—Mile 2.2 to 20.06 — 1%

**SPEED RESTRICTIONS:**  
Trains must approach and pass through McBride Yard prepared to stop unless the main track is seen or known to be clear.  
Freight trains must not exceed a speed of one (1) mile in three (3) minutes at any point unless authorized by timetable or train order.  
Run cautiously and keep sharp lookout for falling rocks at mileage 4.5 to 5.5, mileage 10.0 to 13.0, mileage 19.6 in tunnel.  
Trains not to exceed ten (10) miles per hour over bridge, Mileage 30.7.  
Look out for mud slides at mileage 31.7.  
Do not exceed ten (10) miles per hour at mileage 34.4 and 44.8, account dump settling.

**SPURS:**  
Etter & McDougall.....Mileage 25.9, capacity 5 cars, Connected east end.  
Spur..... " 33.6, " 11 " " "  
Channell Bros..... " 41.3, " 3 " " west "  
W. Loug..... " 53.6, " 2 " " east "

**DERAILS:**  
Alpland, Swiftwater, Rearguard, west end of siding.

**YARD LIMIT BOARDS:**  
Red Pass Jct. 3,000 feet west of West Switch, Selwyn.  
Dunster, 3,000 feet east of East Switch and 3,000 feet west of West Switch.  
Tete Jaune, 3,000 feet east of East Switch and 3,000 feet west of West Switch.  
McBride, 3,000 feet east of East Yard Switch.

**POSITIVE INSPECTION POINTS FOR FREIGHT TRAINS**  
Tete Jaune  
Dunster

**TUNNELS:**  
Mileage 19.6, 329 feet.

**NOTE—\*MAIL CRANE: Mileage 10.7**

**SPECIAL INSTRUCTIONS:**  
Nos. 5 and 6 will stop on signal at Craibenn Spur, Mileage 6.9, Snowshoe, Mileage 39.4, and Sinclair Mills, Mileage 90.6.

**SPEED RESTRICTIONS:**  
Trains must approach and pass through McBride and Prince George Yards prepared to stop unless the main track is seen or known to be clear.  
Freight trains must not exceed a speed of one (1) mile in three (3) minutes at any point unless authorized by timetable or train order.  
Trains must not exceed a speed of fifteen (15) miles per hour mileage 4.0 to 9.0.  
Run cautiously and look out for falling rocks at mileage 16.4 and 129.5.  
Trains must not exceed ten (10) miles per hour over Drawbridge at 145.0.

**DERAILS**  
Longworth, west end of siding.  
Aleza Lake, " " " "

**POSITIVE INSPECTION POINTS FOR FREIGHT TRAINS**  
Giscome  
Hutton  
Dome Creek  
Goat River

**TUNNEL—**  
Mileage 18.1, 819 feet

**YARD LIMIT BOARDS:**  
McBride, 3,000 feet west of West Yard Switch.  
Goat River, 3,000 feet east of East Switch and 3,000 feet west of West Switch.  
Dome Creek, 3,000 feet east of Station and 3,000 feet west of Station.  
Hutton, 3,000 feet east of East Switch and 3,000 feet west of West Switch.  
Giscome, 3,500 feet west of West Yard Switch, and 5,500 feet east of East Switch.  
Prince George, 3,660 feet east of Drawbridge, Mileage 145.0.

Spur	Mileage Capacity	cars	connected	east	west	end
Sinclair Spruce Mills	90.6	14	"	"	"	"
Dewey Sawmills Co.	93.6	8	"	"	"	"
Johnson Lumber Co.	101.3	8	"	"	"	"
Gale & Trick	107.3	11	"	"	"	"
Cariboo Lbr. Co.	113.0	23	"	"	"	"
Newlands Sawmills Ltd.	116.5	10	"	"	"	"
Spur	122.4	21	"	"	"	"
Eagle Lake Spruce Mills	122.5	68	"	"	"	"
McLean Lbr. Co.	136.0	22	"	"	"	"
S. S. Magoffin Co.	144.2	20	"	"	"	"
Jot. P.G.E. Ry.	144.7	58	"	"	"	"
J. D. McArthur Co.	145.4	58	"	"	"	"

TIME TABLE No. 4, EFFECTIVE SEPTEMBER 28th, 1930

WESTWARD TRAINS Inferior Direction		Miles from Prince George	Bulletin, Coal Standard Clocks Train Registers, Water, Wyes	NECHAKO SUBDIVISION				Car Capacity 40-ft. Aver.	EASTWARD TRAINS Superior Direction	
FIRST CLASS	STATIONS			Train Order or Phone Offices	Telegraph Calls	Siding	Other Tracks		FIRST CLASS	Sun. Tues. Thur.
5 Psgr. Mon. Wed. Sat.									6 Psgr. Sun. Tues. Thur.	
L 19.55	0.0	CKWY	PRINCE GEORGE	T GO	59	1235	A	8.00		
f 20.10	5.2		5.2 OTWAY			67	f	7.45		
f 20.23	8.9		3.7 MIWORTH			59	f	7.35		
f 20.35	13.9		5.0 CHILAKO			66	f	7.22		
f 20.51	20.0	W	6.1 BEDNESTI	P		66	f	7.05		
f 21.10	28.0		8.0 NICHOL			67	f	6.42		
f 21.21	32.4		4.4 ★ ISLE PIERRE			65	f	6.30		
f 21.36	38.7		6.3 HUTCHISON			65	f	6.15		
f 21.51	44.8		6.1 WEDGWOOD			56	f	6.00		
s 22.08	50.1	W	5.3 FINMOORE	P		65	s	5.44		
f 22.23	56.8		6.7 ★ HULATT			66	f	5.27		
f 22.38	63.2		6.4 SINKUT			65	f	5.12		
s 22.54	69.4	W	6.2 VANDERHOOF	T VN		90	s	4.55		
f 23.09	76.2		6.8 McCALL			66	f	4.38		
f 23.24	82.7		6.5 ★ ENGEN			64	f	4.23		
f 23.36	87.9	W	5.2 MARTEN LAKE	P		65	f	4.09		
s 23.51	94.3		6.4 FORT FRASER	P	15		s	3.53		
f 24.07	101.7		7.4 ENCOMBE			66	f	3.37		
f 24.22	107.7		6.0 ★ FRASER LAKE			66	f	3.22		
A 24.40	115.4	CKWY	7.7 ENDAKO	T KO	35	618	L	3.05		
Sun. Tues. Thur.			Pacific Time					Sun. Tues. Thur.		
5								6		

WESTWARD TRAINS Inferior Direction		Miles from Endako	Bulletin, Coal Standard Clocks Train Registers, Water, Wyes	TELKWA SUBDIVISION				Car Capacity 40-ft. Aver.	EASTWARD TRAINS Superior Direction	
FIRST CLASS	STATIONS			Train Order or Phone Offices	Telegraph Calls	Siding	Other Tracks		FIRST CLASS	Sun. Tues. Thur.
5 Psgr. Sun. Tues. Thur.									6 Psgr. Sun. Tues. Thur.	
L 24.50	0.0	CKWY	ENDAKO	T KO	35	618	A	2.55		
f 1.03	6.2		6.2 ★ SAVORY			61	f	2.39		
f 1.21	14.8		8.6 PRIESTLY	P		56	f	2.19		
f 1.34	20.8		6.0 SHERATON			66	f	2.05		
f 1.50	27.1	W	6.3 TINTAGEL	P		66	f	1.50		
s 2.15	35.0		7.9 BURNS LAKE	T BK		64	s	1.30		
f 2.29	40.3		5.3 ★ DECKER LAKE	P		71	f	1.14		
f 2.42	45.7		5.4 ★ PALLING			66	f	1.01		
f 2.58	51.3	W	5.6 ★ ROSE LAKE	P		81	s	24.47		
f 3.16	58.9	Y	7.6 ★ FORESTDALE			65	f	24.25		
s 3.35	67.1		8.2 TOPLEY	T RF		67	s	24.04		
f 3.50	72.9	W	5.8 PEROW	P		67	f	23.49		
f 4.06	80.1		7.2 KNOCKHOLT			65	f	23.30		
s 4.18	85.1		5.0 HOUSTON	P		64	s	23.18		
f 4.32	91.4		6.3 ★ BARRETT	P		63	f	23.02		
f 4.48	98.8	W	7.4 ★ WALCOTT	P		64	f	22.43		
s 5.07	107.1		8.3 QUICK	P		65	s	22.21		
f 5.20	112.7		5.6 HUBERT			68	f	22.08		
s 5.30	116.0		3.3 TELKWA	T A		23	s	22.00		
f 5.38	119.4		3.4 TATLOW			63	f	21.49		
A 5.50	125.2	CKWY	5.8 SMITHERS	T WA SM	49	935	L	21.35		
Sun. Tues. Thur.			Pacific Time					Sun. Tues. Thur.		
5								6		

SPECIAL INSTRUCTIONS:

Trains will report to Dispatcher from Finmoore.  
Nos. 5 and 6 will stop on flag at Lejac Mileage 103.8.

SPEED RESTRICTIONS:

Trains must approach and pass through Prince George and Endako yards prepared to stop unless the main track is seen or known to be clear.  
Freight trains must not exceed a speed of one (1) mile in three (3) minutes at any point unless authorized by timetable or train order.  
Trains must not exceed twenty (20) miles per hour over Bridge, Mileage 12.9.  
Run cautiously and look out for falling rocks at Mileage 106.9.

SPURS:

Spur.....Mileage	8.2, capacity 38 cars, connected east end	Spur.....Mileage	99.0, capacity 27 cars, connected west end
J. Assman " 10.9, " 2 " " east "	Lejac..... " 103.8, " 3 " " " "		
Spur..... " 94.0, " 20 " " west "			

YARD LIMIT BOARDS:

Prince George, 3,000 feet west of West Yard Switch.  
Bednesti, 3000 feet east of East Switch and 3000 feet west of West Switch.  
Hulatt, 3000 feet east of East Switch and 3000 feet west of West Switch.  
Engen, 3000 feet east of East Switch and 3000 feet west of West Switch.  
Endako, 3,000 feet east of East Yard Switch.

DERAILS:—Otway, east end of siding.

POSITIVE INSPECTION POINTS  
FOR FREIGHT TRAINS

Bednesti  
Hulatt  
Engen

NOTE—★ MAIL CRANES:

Mileage 29.9.  
Mileage 103.8.  
Mileage 111.2.

SPECIAL INSTRUCTIONS:

Westward trains except No. 5 will report to Dispatcher from Perow and Eastward trains from Rose Lake.

SPEED RESTRICTIONS:

Trains must approach and pass through Endako and Smithers yards prepared to stop unless main track is seen or known to be clear.  
Freight trains must not exceed a speed of one (1) mile in three (3) minutes at any point unless authorized by timetable or train order.  
Run cautiously and look out for falling rocks Mileage 31.5 to 33.2.  
Trains must not exceed twelve (12) miles per hour Mileage 103.0 to 103.3, account fill settling.

SPURS:

Carroll & Sons.....Mileage	9.5, capacity 10 cars, connected east end.
Hanson L. & T. Co..... " 12.9, " 15 " " " "	
O. Hultkrans..... " 56.0, " 8 " " " "	
A. McInnis..... " 76.3, " 6 " " " "	
Hanson L. & T. Co..... " 85.4, " 23 " " " "	

YARD LIMIT BOARDS:

Endako, 3,000 feet west of West Yard Switch.  
Burns Lake, 3000 feet east of East Switch, and 3000 feet west of West Switch.  
Topley, 3000 feet east of East Switch, and 3000 feet west of West Switch.  
Walcott, 3000 feet east of East Switch, and 3000 feet west of West Switch.  
Smithers, 3,000 feet east of East Yard Switch.

DERAILS:

Telkwa, west end of siding.  
Smithers, 730 feet east of West Switch  
No. 6 track.  
Rose Lake, both legs of Wye.

POSITIVE INSPECTION POINTS  
FOR FREIGHT TRAINS

Burns Lake  
Topley  
Walcott

NOTE—★ MAIL CRANES:

Mileage 16.3. 76.4.





GENERAL SPECIAL INSTRUCTIONS

1. Standard time will be transmitted daily from Winnipeg from 10.54 until 10.56, Central Time.
2. Rule 405 applies on the following Subdivisions:  
Yale, Ashcroft, Clearwater, Albreda, Tete Juane, Fraser, Nechako, Telkwa, Bulkley and Skeena.
3. Rule 41 will apply on the following Subdivisions:  
Yale, Ashcroft, Clearwater, Albreda, Tete Juane, Fraser, Bulkley, Skeena, Okanagan, Tidewater and Cowichan.  
Rule 42 will apply on all other Subdivisions.
4. Single-arm train order signals will govern trains in both directions.
5. The speed of light engines must not exceed thirty (30) miles per hour at any point.
6. Engines running tender first, other than suburban tank engines equipped with pilot on tender, shall not exceed a speed of twenty (20) miles per hour.
7. Trains must not pass a catch post where mail is to be picked up by them at a speed exceeding twenty (20) miles per hour.
8. Freight trains must be inspected within thirty (30) miles after leaving a terminal. Thereafter an inspection must be made at least every thirty (30) miles, except on subdivisions where positive stops for inspection are shown.
9. Freight trains passing stations where work trains are tied up will leave a register of their train with engine watchman or with conductor of work train.
10. Before coupling on to cars being loaded or unloaded at freight sheds, team tracks and other places, or to boarding outfit cars, persons working in or about such cars must be warned, in order to avoid injury.

11. Conductors are required to give personal attention to the switching at terminals and intermediate points.
12. Conductors of mixed and freight trains must see that doors of all empty cars in their trains are kept closed.
13. Air brakes must be in service when switching passenger equipment. Before coupling on to passenger cars, boarding cars, or other cars occupied by employees, engine must be brought to a full stop not less than 6 feet and not more than 12 feet distant.
14. In case of accident, Conductors of trains may command the services of work trains, trackmen and other employees in the vicinity when their assistance is required.
15. In the event of any train or engine striking stock or any obstruction, same must be brought to a stop and a careful examination made of equipment, to see that everything is in proper order before again proceeding.
16. Lamps and torches must be kept a safe distance away from gas transports, and cars being supplied therefrom, or when gas is being transferred from one car to another.
17. In all cases of derailment of, or accident to, passenger cars lighted with Pintsch gas or commercial acetylene, the supply of gas must be shut off by closing the stud valves in storage tanks underneath the car by means of the key provided for the purpose in the gauge box under the car. Trainmen will see that gas is shut off in all such cases. The valves are opposite to the standard threads, that is, turn to the left to close off, and to the right to open.
18. In handling dead locomotives in trains, they must be hauled with the pilot first, except locomotives with trailing trucks from which the engine trucks have been removed, in which case they must be hauled with trailing truck leading.

The dead locomotive must be placed not less than five (5) and not more than seven (7) cars from the locomotive handling train.

If more than one dead locomotive in a train, they must be separated by not less than five (5) and not more than seven (7) cars; the separation is necessary to prevent extreme violence in starting, also to prevent concentration of weight on bridges.

When locomotives from which engine or pony trucks have been removed, or 6 or 8-wheel switchers, or cranes other than wrecking cranes, are hauled in trains, the speed of the train must not exceed 15 M.P.H. at any point.

When self-propelling pile drivers, steam ditchers or drag lines loaded on flat cars are hauled in trains, the speed of the train must not exceed 20 M.P.H. at any point.

Locomotives just out of shop after repairs will be treated similar to switch locomotives, over the first subdivision, and must not be handled at a speed greater than fifteen (15) miles per hour. If found O.K. after the first subdivision, they can be handled on any freight train.

24. Interlocking signals being used which are not in accordance with the present rule requirements, the aspects and rules governing will be observed as heretofore.

25. All trains passing through tunnels more than five hundred feet in length, cars loaded with wood, lumber, poles, etc., shall not be placed next to engine, and if sufficient box cars are available, at least three of such shall be placed between engine and such loaded timber cars. Headlights must be turned on and engine bell kept ringing when passing through dark tunnels and snow sheds.

RULES GOVERNING THE HANDLING OF AIR BRAKES

- (a) **To All Employees**—Employees must be thoroughly conversant with the Brake and Signal Equipment, and report promptly any trouble or defects.
- (b) **Responsibility**—The Conductor and Engineman are responsible for knowing that a proper Terminal Test of train brakes has been made before starting from terminal stations. Enginemen must personally handle brake valve, when making all tests.
- (c) **Terminal Test**—
  1. All stations where Yard Air Plants are not installed.  
After road engine is coupled to the train, Inspector will make a proper terminal test of Train Brakes, as outlined in clause 17 of Instructions to Train Service Employees and Car Men, and report condition of same to Engineman and Conductor, who must not leave without receiving this information.
  2. At stations where Yard Air Plants are installed.  
After road engine is coupled to the train and the yard air plant has been disconnected (and with a minimum brake pipe pressure of 65 lbs. on the engine), the Engineman will make not less than 15 lbs. brake pipe reduction, and when the brake pipe exhaust at the Engineman's brake valve closes, he will release the train brakes in the usual way. The terminal car staff will see that the train brakes apply and release on the last three cars of the train (or to the rear of where yard air plant was connected), and will advise Engineman to that effect, after which train may proceed.
- (d) **Running Test**—Enginemen on passenger trains must make a running test when leaving a terminal or any point where consist of train has been changed (at a speed not less than fifteen (15) miles per hour when practicable) by making a brake application sufficient to insure the proper control and safety of train.
- (e) **Road Test**—When the brake pipe on any train has been uncoupled, brakes must be applied and released from Engineman's brake valve after re-

coupling and before starting out. Trainmen must see that brakes behind point of separation operate properly.

(f) **Double-Heading, Assisting or Pusher Service**—When two or more engines are coupled in any train, all hose must be coupled and brakes tested, and operated from the leading engine. Maximum air pressure must be maintained on all engines, and brake valve cut-out cocks closed on all engines except the leading engine.

(g) **Emergency Application**—Brakes must be applied in emergency only when necessary to avoid accident, when brake valve handle must be placed in emergency position and left there until train stops.

(h) **Observing Air Gauges**—Air gauges on locomotives and caboose must be observed frequently to ensure the maximum pressure being maintained at all times.

(i) **Cutting Out Brakes**—Air brakes must not be cut out on more than two (2) consecutive cars in any train. The car immediately behind the engine must always have its brake operative. When necessary to cut out a defective brake while en route, Conductor must attach to cross-over pipe near the triple valve an Air Brake Defect Card, Form No. 466, properly filled out.

(j) **Setting Out Cars**—When cars are set out at any point, auxiliary reservoirs must be bled and hand brakes applied.

(k) **Standing on Grades**—When necessary for a train to stand on a grade for over five (5) minutes, air brakes must be released and train held by hand brakes.

(l) **Calling for Brakes**—A call for brakes from an engine when running must be promptly responded to by each Trainman opening a Conductor's valve, and then applying hand brakes. Conductor's valves must not be closed until train stops.

The Audible Signal (Calling for Brakes) is one short sound of engine whistle.

(m) **Percentage of Operative Brakes**—Passenger trains must have 100% of brakes operative when leaving originating terminals, and must not be run with less than 85% at any time.

Mixed and freight trains must have at least 90% of brakes operative when leaving terminals, and must not be run with less than 85% at any time.

(n) **Retaining Valves**—Retaining valves must be used when descending grades of 1.5% and over with passenger trains, and on grades of 1% and over with mixed and freight trains as per instructions in Air Brake Instruction Book.

Northward freight trains on Okanagan Subdivision must approach and pass Monte Lake water tank not exceeding fifteen (15) miles per hour. A service application of the brakes must be made between tank and eighteen (18) poles North. This application must be sufficiently heavy so that Engineers will know absolutely before reaching approach of the descending two (2) per cent. grade that the braking power is such that no trouble will be experienced in the controlling of speed on the heavier portions of this grade. Freight trains must stop at Ducks Meadow to turn up retainers, as per regulations governing use of same, and for inspection as well. All such trains must come to a stop between Mile Nineteen (19) and Mile Twenty (20) for at least fifteen (15) minutes for inspection thermal test, and sufficient hand brakes must be set to hold train during this stop. Before train is again started, but after proceed signal is given, enginemen will make an application of the brakes sufficiently strong that it will show on air gauge in caboose, or by setting brake on caboose (retainer having been released on caboose for this purpose) so it will be known absolutely that the air is operating throughout the entire train. For this purpose conductor will place himself in position to observe, and know that air is operative throughout the train. Engineer after getting proceed signal again and after brake system is fully charged up, sound signal 14 (b), General Train and Interlocking Rules, and proceed. If on inspection a defective brake is found, it must be cut out, and hand brake set. Due care being taken to prevent overheating of wheels.

INSTRUCTIONS TO PASSENGER TRAIN CONDUCTORS AND TRAINMEN

Conductors and trainmen assigned to passenger train service, when on duty, are required to be neat and clean in their appearance, dressed with standard uniform, clean white linen, black shoes, black tie, clothes pressed and brushed.

At initial stations the conductor to stand at the rear of the train when practicable. Trainmen must stand between the coaches (with stepping boxes when necessary), coats buttoned, ready to ask destination and direct passengers to their proper cars.

Employees on passes are prohibited from riding in first class coaches in dirty or greasy working clothes that would soil seats in coaches to the detriment of other passengers who might occupy such seats afterwards.

Trainmen must announce the next station (when leaving station in advance) in each coach, saying: "Next station \_\_\_\_\_," and again when coming into station, saying: "\_\_\_\_\_ Station, this way out." When coming into a junction

station where passengers may be required to change, trainmen will announce change of cars and name principal stations along the line or lines to which passengers may be destined. Coach seats must be turned in the direction in which train is running when not in use. See that all coaches carrying passengers are supplied with drinking and washing water. Vestibules of coaches (except rear vestibule of rear coach) to be closed between stations. Vestibule curtains to be closed and not uncoupled till train stops at Terminal or whenever change is made in equipment. Stepping boxes must be used when required; coach closets to be locked before arriving at Terminals or important stations. Attention must be given to the heating, ventilating and lighting; the end to be attained is comfort, proper ventilation and even temperature. The carriage of other than reasonable hand baggage in coaches and obstruction of ear aisles and vestibules must not be permitted. Doors and vestibules of passenger equipment being dead-headed must be kept closed.

On arrival at Terminals, stand at coaches, in full uniform, until the last passenger has disembarked, direct passengers to exit or give information that may be asked for.

Train baggagemen must not permit any one to ride in baggage cars except officers of this railroad and the Express Company, messengers and conductors and brakemen, in the discharge of their duties. Train baggagemen must remain in the baggage car, except when required by the conductor to perform other duties. When necessary to leave the car, they must see that all the doors are locked.

Conductors of trains carrying passengers must report by wire to their Superintendents any case or cases that they know of or have reason to suspect of a passenger or passengers suffering from contagious or infectious diseases having travelled in any of the cars in their train, in order that arrangements may be made for such cars to be immediately fumigated.

**PERSONAL INJURIES**

1. Whenever passengers or employees are injured, everything must be done to care for them promptly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.

No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.

2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.

When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Local Surgeon being notified by wire to come immediately to the place of the accident.

3. When tramps, boys or other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.

4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take a body out of the county where the accident happened if it can be avoided, but if there is no station in that county take it to the nearest station in the next county, notifying the county authorities in all cases.

5. A report of all accidents must be made, and immediately sent by wire to officers stated on Form 3903, giving all information.

In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries.

This information must be obtained on Form 3904.

6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employees, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.

7. In every case of personal injury in any Department, a full and complete report must be made at once by every employee immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.

8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.

9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company Surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

**INJURIES TO PERSONS OTHER THAN PASSENGERS AND COMPANY'S EMPLOYEES**

1. In assisting in providing medical relief for persons injured, the Company has in view humanitarian considerations and desire for the general welfare of the service, but such action is not to be regarded as an admission or evidence of liability.

2. In performance of this humanitarian duty in cases of injury to persons other than passengers or employees while upon the Company's premises, the assistance is to be limited to rendering first aid only. First aid means such medical and surgical services as are known to relieve the immediate danger or suffering of the injured person, and to make it safe and comfortable for such person to be removed from the Company's premises. Under no circumstances should it mean the performance of surgical operations or elaborate surgical dressings such as setting fractures, etc. The further disposal of the injured person must rest with the Transportation Officer on duty. This officer is usually the Chief Despatcher of the Division.

3. The employees of the Company immediately handling the case should make every effort to see that the injured person is given in charge of friends or the Municipal Authorities.

4. Where the injuries are of such a character as to require hospital treatment this should be arranged for by the friends or the Municipal Authorities.

5. Where it is impossible to reach friends or Municipal Authorities such as in cases occurring in the night or in rural districts, the Chief Transportation Officer on duty may arrange for the injured person to be taken by train to the nearest general hospital. At the same time all concerned, including the Hospital Authorities, should be advised of the circumstances under which application for admission is being made, and particulars of this should appear on the casualty report.

6. The instructions of the Transportation Officer should be given in writing, or by telegraph if necessary, so that a copy may accompany the medical accounts for first aid or such other medical services as may be authorized, for the information of our Chief Medical Officer and the Auditor.

7. Employees of the Company, whether authorized to do so or not, when calling for the services of a physician, should notify said physician that the call is for first aid duty only, and will not include services rendered subsequent to the first dressing on the Company's premises or adjacent thereto.

8. The services of a Company's physician must be requisitioned when practicable.

9. In cases of accidents proving immediately fatal, the Coroner of the District should be notified at earliest possible convenience.

**REPORTING ACCIDENTS TO BOARD OF RAILWAY COMMISSIONERS**

General Order No. 361 of the Board of Railway Commissioners for Canada requires that certain accidents be reported by telegram as under:—

"That in the case of all accidents occurring on the railway, attended by personal injury, and in which accidents the movement of trains, engines or cars is involved, also where such accidents cause damage to any bridge, culvert, viaduct or tunnel on the railway, rendering the same impassable or unfit for immediate use (and whether attended by personal injury to any person or employee of the company or not), the conductors or other employees of every such company shall, at the expense of the company, and at the same time they report

to the company, send to the Board addressed to its Chief Operating Officer, at Ottawa, Ont., a telegram containing the following information:—

- "(a) Date and place.
- "(b) Name of railway.
- "(c) Number and description of train or trains, engine or engines concerned.
- "(d) Number of passengers, employees or others killed and injured.
- "(e) Statement of any damage to any bridge, culvert, viaduct or tunnel.
- "(f) A short and concise statement of the apparent cause of the accident.
- "(g) Name and title of person sending report."

Every employee sending a message to the Board must telegraph a copy to the General Superintendent of Transportation, the General Superintendent and Superintendent.

The Board further desires to point out that strict compliance with the said General Order will be expected, and to say that, in every case where the railway, or its conductor or other employee, either wilfully or negligently fails to carry out the said requirements, the imposition of penalties, as provided for in Section 412 of the Railway Act, will be enforced.

**WORKING INSTRUCTIONS IN CONNECTION WITH GENERAL ORDER No. 362 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, DATED APRIL 19th, 1922.**

**To All Employees Generally**

In carrying out this Order, it will be the duty of all officers and employees generally to take precaution to prevent fires on or along the roadway of the Company, to promptly extinguish and prevent spread of fires outside the right-of-way, and to investigate and report fires and probable cause thereof.

**To All Conductors, Enginemen, Trainmen**

Conductors, Enginemen or Trainmen who discover or receive notice of the existence and location of a fire burning upon or near the right-of-way, or of a fire which threatens lands adjacent to the right-of-way, shall report same by wire to the Superintendent, and also to the Agent or person in charge at the next or nearest point where there shall be telegraph or telephone communication, giving exact location by mileage.

Enginemen shall, on discovering or receiving notice of a fire, stop and notify the first section employees passed of such fire, unless it is practicable for the train crew to extinguish same immediately, in which case this action shall be taken.

No employee shall do or cause damage or injury to any of the fire-protective appliances on any engine.

Fire, live coal or hot ashes shall not be deposited on the tracks or right-of-way unless extinguished immediately thereafter, except in pits provided for the purpose. On no account shall ashpans be dumped, or ashes from cars or cabooses be thrown out on the right-of-way while running. Burning or smouldering waste taken from hot-boxes shall be covered with earth or otherwise completely extinguished.

**To All Agents, Despatchers and Operators**

Conductors, Enginemen and Trainmen have received instructions to report all fires occurring on or adjacent to the right-of-way, and it shall be your duty, on receiving such report, to notify immediately the Superintendent and Roadmaster by wire, also the section foreman and local Fire Inspector of the Railway Commission, giving the exact location, by mileage, of the fire, its extent, and any other information which may be of value, particularly as to the number of men needed to fight same.

**To Section Foremen, Extra Gang Foremen, Bridge Foremen, Telegraph or Other Construction Gangs, and Other Track Employees**

In all cases where fire occurs, it shall be your duty to proceed immediately to such fire and extinguish same, remaining as long as may be necessary to do this. It must be understood that this is the most important work that can be done, and that the carrying on of your work, though it may be important, must be set aside until the fire is completely extinguished. In case the fire cannot be extinguished as above, additional help shall be immediately requested by telegraph or telephone message to the Superintendent or Roadmaster. The section foreman on whose section the fire occurs shall, in the absence of an official of the Company, make a thorough investigation regarding the origin of the fire, and submit a full report to the Roadmaster. A report shall be submitted covering every fire starting or burning within three hundred feet of the track, regardless of size or damage done.

Between April 1st and November 1st, no ties, cuttings, debris or litter upon or near the right-of-way shall be burned except under such supervision as will prevent such fire from spreading beyond the strip being cleared. Officers of the Railway Commission may at any time request that no such burning be done along specified portions of the line.

**To Superintendents, Roadmasters and Other Officials Concerned**

If the fire is of such an extent that the section gang, or other local force available, cannot control it unaided, the Superintendent or, in his absence, his representative, must immediately arrange for the dispatch of the Roadmaster or other competent officer with the necessary additional men, who can be drawn from those available in any Department, and all necessary fire-fighting appliances, to the scene of the fire, and must so arrange the train service that they will get to the fire with the least possible delay, in order that no time may be lost in getting it under control.

The officer in charge must also arrange to obtain promptly complete statements from all witnesses, so that the origin of, or responsibility for, the fire can be accurately determined.

**PENALTY—General Order No. 362 of the Board of Railway Commissioners provides as follows:**

"If any employee or other person included in the said regulations fails or neglects to obey the same, or any of them, he shall, in addition to any other liability which he may have incurred, be subject to a penalty of twenty-five dollars for every such offence."

**WORKING INSTRUCTIONS IN THE THE MATTER OF PROTECTION OF CROSSINGS AT GRADE LEVEL—GENERAL ORDER NO. 483 OF THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA, DATED MARCH 5TH, 1930**

When a train or engine passes over any crossing protected by automatic signals or automatic gates and does not go beyond the end of the circuit (in most cases located approximately 2000 feet from the crossing), before making a reverse movement over the same crossing, it will be necessary for trainmen to flag the crossing.

**EQUATED TONNAGE RATINGS**

**GENERAL INSTRUCTIONS**

1. The equated tonnage of any train is determined by multiplying the number of cars in the train by the car factor and adding the result to the sum of the tare and contents.

**Example.**—(1) 42 Cars ..... Total Gross Weight.....2100 Tons  
 Car Factor.....10 x 42 Cars ..... 420 Tons  
 EQUATED TONS.....2520  
 (2) 84 Cars ..... Total Gross Weight.....1680 Tons  
 Car Factor.....10 x 84 Cars ..... 840 Tons  
 EQUATED TONS.....2520

2. The car factor is an allowance for frictional car resistance and varies on different subdivisions according to the ruling grade, the principle being that on low gradients the frictional resistance is a higher proportion of the total resistance than on steeper gradients. By use of the car factor the trainload is so adjusted that the resistance is the same for all trains of equal equated tonnage whether composed of fully loaded, partly loaded or empty cars.

3. Established ratings will be exceeded by 1% if by so doing another car can be handled in the train.

4. The equated ratings shown are "A" or fair weather. These ratings will be reduced as authorized by ratings "B" to "K" for temperature.

8. When an engine of different capacity from those shown in the tables is used, the proper equated tonnage will be arrived at by taking the rating for the 100% engine and reducing this figure to the percentage rating for engine in question. This is done by multiplying the equated tonnage of the 100% engine by the percentage of the engine in question and striking off the last two figures.

**Example.**—To find the equated tonnage for a 38% engine.  
 Equated tonnage for a 100% engine = 5835.  
 5835 x .38 = 2217.30.  
 Equated tonnage for 38% engine is therefore 2217.

9. To determine proper tonnage for pusher, double-header or helper engines, unless special rating is given, add to equated rating of the first engine 95% of the equated rating in effect for each class of helper.

10. In making up trains, weights must be obtained by taking tare from the car and contents from the waybill. When tare weights are not available, car weights may be taken as under:

Passenger cars with 4-wheeled trucks.....50 tons	Hart cars.....18 tons
Passenger cars with 6-wheeled trucks.....60 tons	Stock cars.....17 tons
Passenger refrigerator cars.....40 tons	Wooden frame box cars.....17 tons
Freight refrigerator cars.....27 tons	Flat cars.....14 tons
100,000 cap. steel gondolas.....23 tons	Caboose or vans.....20 tons
Steel frame box cars.....20 tons	

11. In computing tonnage, fully loaded cars of coal, rails, ties, lumber, etc., for which scale weights are not available, will be considered as carrying car capacity plus 10%. Waybill weights should be used for cars of grain.

12. In the application of the car factor, when dead engines are included in a train, each such engine will be counted as four cars. Weights of engines being hauled dead are to be taken as under:

65% to 51% engines.....175 tons	30% to 21% engines.....100 tons
50% to 41% engines.....150 tons	20% to 15% engines.....75 tons
40% to 31% engines.....125 tons	Below 15% engines.....50 tons

**Example.**—Established Rating, 3000 equated tons.

Car Factor, 10.  
 50 cars—gross weight.....2070 tons  
 2 dead engines, 53%—gross weight.....350 tons  
 Equivalent to 2 x 4—  
 8 cars.  
 58 cars x 10, Car Factor ..... 580  
 Equated Tonnage.....3000

13. The ratings given in the rating table are for the ruling grade; excess tonnage will be handled when it is to be set out short of or picked up beyond the ruling grade.

14. When an engine is unable to handle the authorized rating, a joint message, signed by Conductor and Engineer, will be sent to the Chief Dispatcher, advising the reduction made and giving the reason for same.

15. Yardmasters and Conductors will be held responsible for their trains being loaded to full authorized rating, less the proper reduction for weather or rail condition, when tonnage is available.

**TONNAGE REDUCTIONS**

TEMPERATURES	Weather Condition Modifications	
	RATING	Reduction in tonnage
To 25° F. above.....	A	Nil
24° F. above to 11° F. above (or bad rail).....	B	5%
10° F. above to Zero.....	C	10%
Zero to 10° F. below.....	D	15%
11° F. below to 20° F. below.....	E	20%
21° F. below to 25° F. below.....	F	25%
26° F. below to 30° F. below.....	G	30%
31° F. below to 35° F. below.....	H	35%
36° F. below to 40° F. below.....	I	40%
41° F. below to 45° F. below.....	J	45%
46° F. below to 50° F. below.....	K	50%

**The Chief Dispatcher will issue special instructions in case of storm or temperature lower than those shown.**

5. New engines or engines out of shops after receiving medium or heavy repairs will be loaded 20% light on first outward trip and 10% light on return trip. Locomotive Foreman will advise Train Dispatcher and Yardmaster in such cases.

6. Passenger engine in freight service will be allowed a further reduction of one hundred (100) tons.

7. Unless special ratings are given, a reduction of 10% from the ratings shown in tables will be allowed for certain specified time freight trains. General Superintendent of the district will designate for which trains this allowance is to be made.

EQUATED TONNAGE RATINGS

Car Factor	35%	40%	50%	66%	100%	KAMLOOPS DIVISION					100%	66%	50%	40%	35%	Car Factor
WEST OR NORTHWARD (Read Down)						ALBRED A SUBDIVISION					EAST OR SOUTHWARD (Read Up)					
12	2235	2555	3195	4220	6390	Jasper	Between	Red Pass	5870	3875	2935	2350	2055	12		
12	3365	3850	4810	6370	9620	Red Pass	-	Albreda	4070	2686	2035	1630	1425	8		
						Albreda	-	Blue River								
CLEARWATER SUBDIVISION																
12	3080	3520	4400	5810	8800	Blue River	Between	Birch Island	5930	3915	2965	2370	2075	12		
						Birch Island	-	Kamloops Jct.	7970	5260	3985	3190	2790	12		
ASHCROFT SUBDIVISION																
12	2790	3190	3985	5260	7970	Kamloops Jct.	Between	Savona	11070	7305	5535	4430	3875	12		
12	3875	4430	5535	7305	11070	Savona	-	Walhachin	6250	4125	3125	2500	2185	12		
12	3135	3585	4480	5915	8960	Walhachin	-	Lytton	6970	4600	3485	2790	2440	12		
12	3875	4430	5535	7305	11070	Lytton	-	Falls Creek	11070	7305	5535	4430	3875	12		
						Falls Creek	-	Boston Bar	6250	4125	3125	2500	2185	12		
						Boston Bar	-									
YALE SUBDIVISION																
15	3285	3750	4690	6190	9380	Boston Bar	Between	Hope	6540	4315	3270	2615	2290	15		
15	4320	4935	6170	8145	12340	Hope	-	Westlang	8720	5755	4360	3490	3050	15		
6	1480	1690	2115	2790	4230	Westlang	-	Port Mann	6540	4315	3270	2615	2290	15		
						Port Mann	-	New Westminster	3670	2425	1835	1470	1285	6		
						New Westminster	-	Vancouver	2940	1940	1470	1175	1030	6		
OKANAGAN SUBDIVISION																
6			865	1080	3090	Kelowna	Between	Vernon	3090	1080	865			6		
6			690	865	2470	Vernon	-	Armstrong	2680	940	750			6		
12			2250	2815	8040	Armstrong	-	Monte Lake	1410	495	395			3		
						Monte Lake	-	Campbell Creek Jct.	3480	1220	975			6		
						Campbell Creek Jct.	-	Kamloops								
KAMLOOPS TERMINAL SUBDIVISION																
12			2250	2815	8040	Kamloops	Between	Kamloops Jct.	13840	4845	3875			20		
LUMBY SUBDIVISION																
6			780	975	2780	Lumby	Between	Lumby Jct.	1790	625	500			6		

Car Factor	25%	35%	40%	50%	100%	SMITHERS DIVISION					100%	50%	40%	35%	25%	Car Factor
WEST OR NORTHWARD (Read Down)						TETE JAUNE SUBDIVISION					EAST OR SOUTHWARD (Read Up)					
12	2770	3875	4210	5535	11070	Red Pass	Between	Tete Jaune	3400	1700	1295	1190	850	6		
12	1980	2770	3005	3955	7910	Tete Jaune	-	McBride	7550	3775	2870	2640	1890	12		
FRASER SUBDIVISION																
12	2065	2890	3140	4130	8260	McBride	Between	Prince George	7550	3775	2870	2640	1890	12		
NECHAKO SUBDIVISION																
12	1980	2770	3005	3955	7910	Prince George	Between	Wedgewood	10080	5040	3830	3530	2520	12		
						Wedgewood	-	Endako	7910	3955	3005	2770	1980	12		
TELKWA SUBDIVISION																
12	2200	3080	3345	4400	8800	Endako	Between	Rose Lake	9680	4840	3680	3390	2420	12		
						Rose Lake	-	Smithers	7800	3900	2965	2730	1950	12		
BULKLEY SUBDIVISION																
12	2200	3080	3345	4400	8800	Smithers	Between	Lake Kathlyn	7140	3570	2715	2500	1785	12		
12	2770	3875	4210	5535	11070	Lake Kathlyn	-	Pacific								
SKEENA SUBDIVISION																
12	2770	3875	4210	5535	11070	Pacific	Between	Salvus	8260	4130	3140	2890	2065	12		
						Salvus	-	Prince Rupert	11070	5535	4210	3875	2770	12		
NOTE: Loads shown for Smithers Division are loads for oil burners and must be reduced 10% if coal burning engines are used.																
ISLAND DIVISION																
PATRICIA BAY SUBDIVISION																
5			680	850	2430	Victoria	Between	Patricia Bay	2880	1010	810			5		
5			1060	1325	3790	Sidney Jct.	-	Sidney	2030	710	570			5		
COWICHAN SUBDIVISION																
4			590	735	2100	Victoria	Between	Lakend	3090	1080	865			4		
						Lakend	-	Deerholme	2100	735	590			4		
						Deerholme	-	Kissinger	2470	865	690					
TIDEWATER SUBDIVISION																
4			1315	1645	4700	Deerholme	Between	Log Dump	1350	475	380			4		

